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UNEMPLOYMENT

MORE than the usual interest has been shown in the unemployment conference recently held in Ottawa, but it is now beginning to look as though it will pass into history without having given much hope for permanent future improvement. The whole session appears to have developed into a discussion of mere temporary relief in which opportunity was taken to indulge in political piffle and the old habit of passing the buck.

With conditions such as they are in Canada at present time because of decreasing revenue, increasing expenditures and the growing unemployment, it does appear strange that the situation is not taken more seriously by those upon whose shoulders the running of the country rests.

Temporary relief is no good. We have been doing that for years and we still have the same problems facing us. If all the money spent for temporary relief in this country had been used for the development of our resources there need not be an idle man in Canada today.

This country is rich with almost all kinds of raw materials. The timber and pulp wood alone which is being shipped out of this country, in the raw state, to be manufactured into the finished article, is giving employment to thousands of men in other countries. Our own men are following this raw material to the mills across the line and there getting employment they should be getting in their own country. Then there are the by-products of this material, which, if properly utilized, would furnish employment for thousands more.

Lumber and pulp are only two of dozens of other commodities which are being treated in this manner in Canada. If all the raw material in Canada which is now being shipped out of the country to be manufactured into the finished article elsewhere were being manufactured here, and if all the minerals and metals which have not yet been touched, were developed, Canada would soon become one of the greatest exporting countries in the world and she would be furnishing employment for all out-of-work men and thousands more.

When Hon. J. A. Munnick, who called the unemployment conference, got all the representatives from different parts of the country together, he heard some pretty straight talk. The trouble was that when criticism of the government was made or when suggestions for the government were advanced those making the criticisms and suggestions were ruled out of order. That is not the way to solve our problems. What is needed in Canada today is a well thought out policy; a policy facing towards the future with some degree of permanency which has for its object the development of the country in keeping with its opportunities.

Then the annual unemployment question will solve itself and the country will go marching on.

SEE CANADA FIRST

OSCAR RIPLEY, Editor of "Field and Stream," of the United States publication, has been making a tour of Canada this summer. To a Canadian

who asked him how the fishing was in the States this year, he said:

"Stay where you are; Canada's lakes are no far ahead of ours that there is no comparison. You have thousands and thousands, and the fish arise to any lure and far more often than they do in the States. We have so few lakes over there that the tourists have almost fished them out. Moreover your great fishing districts are so much more accessible than ours, thanks to your railroads and innumerable transport facilities. I am amazed to find that almost every Canadian with a few days holiday, turns his back on all this wonderland and runs down to the United States."

Then Mr. Ripley suggested a campaign, like the one started in the U. S. a few years ago, taking as a slogan the caption: "See Canada First!" Let the native become familiar with their own country, and be walking encyclopedia of its resources, its beauty, its natural advantages, as holiday ground for the cuts 'n' deers as well as its farms, factories, mines and other industrial features which so surprise the visitor to the Dominion.

This is good advice and should be followed by our young Canadians especially.

Of all the cases of house breaking heard here recently not one was officially reported to the police. When citizens have experiences of this kind they should report at once to the police. He is in a better position than most people to do some investigating. He may have suspicious and clues that no one else would think of, but most of this advantage is lost when not advised at once. It is much more difficult for a policeman to do a successful work after everybody else knows all about it. Tell him first.

The Chinese civil war now in progress, was postponed yesterday on account of the rain. It will likely be called off again today to allow the boys to count up their fan fan winnings. This Chinese war does not appear to be very serious.

The government of the United States and Great Britain have begun a preliminary exchange of views regarding the Chinese crisis, according to information from a reliable source. The possibility of concerted international action to prevent general civil war in China is being discussed.

Prime Minister MacDonald soon will devote his personal attention to the problem.

Here and There

It is announced that vigorous efforts will be made by the Government of Manitoba to effect the actual settlement of 254,000 acres of vacant provincial land now under the administration of the Crown.

For the week ended June 21st traffic earnings of the Canadian Pacific Railway amounted to \$1,301,000, as compared with \$1,160,000 for the corresponding period of 1923. This is an increase of \$141,000 of 4.4 per cent.

Reports from the Rovyn gold fields of Quebec continue to indicate a great future for that territory. Development is proceeding apace and the English capital now flowing into Canada in search of good investments is interesting itself in this area.

Three carloads of seed grain are being shipped weekly from the provincial seed cleaning and marketing plant at Edmonton, Alta. About 50,000 bushels of seed grain have been handled by the plant since last fall. A plant in Salt Lake will be handled before the year's seeding is completed.

The International Paper Company intends to add two new machines to their plant in Three Rivers, Que., so as to increase their production from 300 to 450 tons daily. Another project is also under consideration, the building of a plant in Salt Lake instead of enlarging the Three Rivers one.

Out of every dollar the Company earns, the sum of 31 cents is spent by the Canadian Pacific Railway in the home markets of Canada for wages, materials, supplies, taxes and insurance. Figures recently released show that in 1923 the total earnings of the great corporation were \$195,587,000, and every company in Canada directly benefited by the expenditure of 31 per cent. of this huge amount in the home market.

The 1923 cut of the East Kootenai (B.C.) forestry district gave promise of turning in a grand total of 100,000,000 feet. There is a particularly fine business in the line of longer lengths and in railway ties and a cut of some 1,000,000 extra ties and the usual quantity of the hem variety is looked for. Sixteen sawmills are now in operation and indications are that there will probably be thirty going before the season closes.

Canada now takes third place, and second place among British possessions, of the gold-producing areas of the world. The total gold production of this great corporation were available was 15,440,000 (the ounce) of the Transvaal produced 7,620,000, or 45.5 per cent. The United States came second, with 3,300,075 ounces, or 18.3 per cent, and Canada followed, with 1,203,361 ounces, or 8.2 per cent.

June 18th was the anniversary of the running of the first Imperial Limited, the Canadian Pacific Railway's famous transcontinental. This was not the Company's first transcontinental, as trains began regular service between Montreal and Vancouver as far back as 1886, but for several years it was the crack Canadian Pacific express. Today the premier place is held by the Trans-Canada Limited, the fastest long-distance express in the world, which covers the run in 96 hours, or 10 hours less than the time of the original Imperial Limited.



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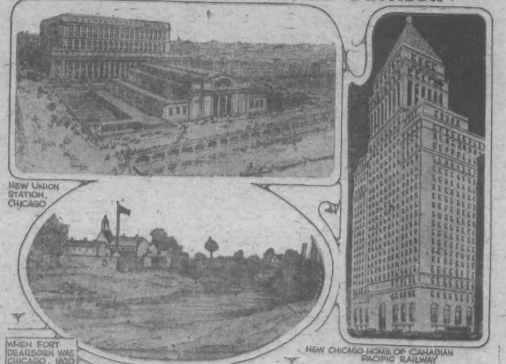
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THE REDCLIFF REVIEW

Indians Massacred the Garrison



If one were to address a letter to-day to "Chicago," even a clever post-office official would be puzzled. But that was how the great French explorer, La Salle, named Chicago 241 years ago. Chicago was only a name when Joliet, Pere Marquette and the Sioux de la Salle camped there on their way to the Mississippi. Chicago was then a part of Canada—New France, it was called. Joliet and Marquette sailed in 1673, even then Chicago was a great transportation centre for Indians and French explorers. For it was on the line of march westward from Quebec, via the Great Lakes, to the Mississippi and southward to the Gulf of Mexico and back again, and was murdered somewhere in Michigan by his own followers. When the explorers and the prairie schooner of the pioneers were succeeded by the railway train, Chicago became one of the world's greatest transportation centres, being on the same old line of march from the west to the east, via the Gulf. Fort Dearborn was built in 1803 and for three decades was Chicago. In 1837 Indians massacred the garrison, but the old fort was rebuilt and in 1837 the first railway-train entered Chicago from the east. Today Chicago is a great railway hub, the spokes of which run north, south, east and west. The new Union Station, now nearing completion, will be one of the finest terminals in the world and will be used by the Pennsylvania, Burlington, St. Paul and Alton railways. Another new and important rail development in Chicago is the move of the Canadian Pacific's rail and steamship passenger offices and those of the Soo Line to the new Stratus-Building, corner of Michigan Avenue and Jackson Boulevard, a very attractive and imposing 22 story building not far from the old historic Fort Dearborn. Following the route of the early explorers of 250 years ago, the Canadian Pacific enters Chicago via its own lines, the Chicago and North Western from Montreal and places the distinguished Chicago traveller aboard ship for Europe in Montreal in less than 24 hours. Westward over the Soo Line and Canadian Pacific, the traveller reaches Vancouver in 81 and a half hours from Chicago and in only 96 hours from Montreal. What more? La Salle, Joliet and the good Pere Marquette think of such transportation. Scale up?

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